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Patent Claims

1. A drive train, with a selection device (4) for the selection of driving mode ranges of an automated manual transmission or of an automatic transmission for a motor vehicle, **characterized** in that the selection device (4) is arranged on the steering wheel (1) of the motor vehicle, and an actuation of the selection device (4) for selecting the driving mode range takes place by means of a rotational movement about a steering wheel rim (3) of the steering wheel (1).

2. The drive train with a selection device (4) as claimed in claim 1, characterized in that, in addition to the presetting of the driving mode range, the selection device (4) also serves for selecting a gear and/or a shift program.

3. The drive train with a selection device (4) as claimed in claim 1 or 2, characterized in that an actuation of the selection device (4) takes place additionally by means of displacement along the steering wheel rim (3).

4. The drive train with a selection device (4) as claimed in one of claims 1 to 3, characterized in that the selection device (4) has a plurality of stable positions.

5. The drive train with a selection device (4) as claimed in one of claims 1 to 3, characterized in that the selection device (4) has two unstable outer or

shift positions and at least one stable middle position.

6. The drive train with a selection device (4) as
5 claimed in one of claims 1 to 3, characterized in that
the selection device (4) is designed as a combination
of a latching switch and push button.

7. The drive train with a selection device (4) as
10 claimed in one of claims 1 to 6, characterized in that
the selection device (4) is designed, in the direction
rotationally about the steering wheel rim (3), with a
plurality of stable positions and, in the direction
along the steering wheel rim (3), with two unstable
15 outer or shift positions and at least one stable middle
position.

8. The drive train with a selection device (4) as
claimed in one of claims 1 to 7, characterized in that
20 the selection of the driving mode range takes place by
means of a rotational movement about the steering wheel
rim (3) and the selection of a gear or of a shift
program takes place by means of the displacement of the
selection device (4) along the steering wheel rim (3).

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9. The drive train with a selection device (4) as
claimed in one of claims 1 to 8, characterized in that
the selection device (4) is designed as a one-part or
two-part ring.

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10. The drive train with a selection device (4) as
claimed in one of claims 1 to 9, characterized in that
the ring or each part of the ring has a marking, a nose
or a notch (7).

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11. The drive train with a selection device (4) as
claimed in claim 10, characterized in that, in the case
of a specific gear, shift program or driving mode

range, the marking, nose or notch (7) points to a corresponding symbol (8a-c) printed onto the steering wheel rim (3) or embossed into the steering wheel rim (3) or causes such a symbol (8a-c) to become visible.

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12. The drive train with a selection device (4) as claimed in one of claims 1 to 11, characterized in that the selection device (4) can be displaced along the steering wheel rim (3) into a position most favorable
10 for the specific driver's grip.

13. The drive train with a selection device (4) as claimed in claim 12, characterized in that the displacement of the selection device (4) along the
15 steering wheel rim (3) is possible only with somewhat greater effort or only after the release of a lock.

14. The drive train with a selection device (4) as claimed in one of claims 1 to 13, characterized in
20 that, in a neutral or middle position, the contour or cross section of the selection device (4) corresponds largely to the contour or cross section of the adjacent steering wheel rim (3) and deviates from this in another position.
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15. The drive train with a selection device (4) as claimed in one of claims 1 to 14, characterized in that the selection of gears, shift programs or driving mode ranges takes place by means of a combination of the
30 selection device (4) and shift or selection buttons (9) on the steering wheel (1) or a conventional selector lever.

16. The drive train with a selection device (4) as
35 claimed in one of claims 1 to 15, characterized in that the selection device (4) is connected to following actuators in the transmission for signal transfer by

means of electrical connecting lines which run in the steering wheel (1).

17. The drive train with a selection device (4) as
5 claimed in claim 16, characterized in that signal transfer between the selection device (4) and the following actuators takes place by means of radio signals.

10 18. The drive train with a selection device (4) as claimed in one of claims 1 to 17, characterized in that the selection device (4) can be shifted out of a parking position into a driving mode range only when the motor vehicle is at rest.